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AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Complete Listing of Claims:

1. (currently amended) A traffic noise barrier system for use alongside a path of traffic, the traffic noise barrier system comprising:

a longitudinal barrier including:

a front surface facing the path of traffic,

a top surface adjacent the front surface, and

a back surface opposite the front surface; and

a traffic noise barrier wall supported by the longitudinal barrier and spaced apart from the back surface in a direction away from the path of traffic, wherein the traffic noise barrier wall includes:

a plurality of upstanding posts spaced apart from the back surface of the longitudinal barrier in the direction away from the path of traffic,

a plurality of transparent panels supported by the plurality of upstanding posts,

and

a plurality of load-bearing transverse, relative to said longitudinal barrier and to said plurality of transparent panels, beams each extending from the back surface of the longitudinal barrier to one upstanding post in the plurality of upstanding posts for supporting the traffic noise barrier wall.

2. (canceled)

3. (canceled)

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4. (previously presented) The traffic noise barrier system of claim 1, further comprising:
a structure disposed across the plurality of transverse beams for catching debris falling
between the longitudinal barrier and the traffic noise barrier wall.

5. (original) The traffic noise barrier system of claim 4, wherein the structure is a grating
plate formed from a rigid material.

6. (previously presented) The traffic noise barrier system of claim 1, wherein each panel
in the plurality of panels is interconnected by a cable to at least one of an adjacent panel and an
upstanding post.

7. (canceled)

8. (previously presented) The traffic noise barrier system of claim 1, wherein the at least
one panel is infused with fibers.

9. (previously presented) The traffic noise barrier system of claim 1, wherein adjacent
upstanding posts in the plurality of upstanding posts are interconnected by at least one of a bar
and a cable extending between the adjacent upstanding posts.

10. (original) The traffic noise barrier system of claim 9, wherein the adjacent
upstanding posts are interconnected by a segmented tubular bar having a cable disposed therein,
the segmented tubular bar including a plurality of segments separated by expansion joints for
allowing relative movement of the segments.

11. (original) The traffic noise barrier system of claim 1, wherein the front surface is
configured to redirect an errant vehicle, and, in a region extending from the top surface of the
longitudinal barrier to about 78 inches above a terrain surface of the path of traffic, the traffic
noise barrier wall is positioned at a distance greater than about 18 inches from a vertical plane
disposed at the front surface of the longitudinal barrier.

12. (canceled)

13. (original) The traffic noise barrier system of claim 1, wherein the front surface is configured to redirect an errant vehicle, and, in a region extending from the top surface of the longitudinal barrier to about 96 inches above a terrain surface of the path of traffic, the traffic noise barrier wall is positioned at a distance greater than about 34 inches from a vertical plane disposed at the front surface of the longitudinal barrier.

14. (canceled)

15. (previously presented) The traffic noise barrier system of claim 1, wherein the upstanding posts are configured to break upon impact by a vehicle.

16. (original) The traffic noise barrier system of claim 1, wherein the traffic noise barrier wall is entirely supported by the longitudinal barrier.

17. (currently amended) A traffic noise barrier system for use alongside a path of traffic, the traffic noise barrier system comprising:

a longitudinal barrier including:

a front surface facing the path of traffic,

a top surface adjacent the front surface, and

a back surface opposite the front surface;

a transparent traffic noise barrier wall supported by the longitudinal barrier and spaced apart from the back surface in a direction away from the path of traffic; and

a plurality of load-bearing transverse, relative to said longitudinal barrier and to said traffic noise barrier wall, beams each having a first end coupled to the back surface of the longitudinal barrier and a second end coupled to the traffic noise barrier wall for supporting the traffic noise barrier wall.

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18. (original) The traffic noise barrier system of claim 17, further comprising:
a structure disposed across the plurality of transverse beams for catching debris falling
between the longitudinal barrier and the traffic noise barrier wall.

19. (original) The traffic noise barrier system of claim 17, wherein the traffic noise
barrier wall includes:
a plurality of upstanding posts; and
a plurality of panels supported by the plurality of upstanding posts, each panel in the
plurality of panels being interconnected by a cable to at least one of an adjacent panel and an
upstanding post.

20. (canceled)

21. (original) The traffic noise barrier system of claim 17, wherein the panels are infused
with fibers.

22. (original) The traffic noise barrier system of claim 17, wherein the traffic noise
barrier wall includes:
a plurality of upstanding posts; and
a plurality of panels supported by the plurality of upstanding posts, and wherein adjacent
upstanding posts in the plurality of upstanding posts are interconnected by at least one of a bar
and a cable extending between the adjacent upstanding posts.

23. (original) The traffic noise barrier system of claim 17, wherein the front surface is
configured to redirect an errant vehicle, and, in a region extending from the top surface of the
longitudinal barrier to about 78 inches above a terrain surface of the path of traffic, the traffic
noise barrier wall is positioned at a distance greater than about 18 inches from a vertical plane
disposed at the front surface of the longitudinal barrier.

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24. (canceled)

25. (original) The traffic noise barrier system of claim 17, wherein the front surface is configured to redirect an errant vehicle, and, in a region extending from the top surface of the longitudinal barrier to about 96 inches above a terrain surface of the path of traffic, the traffic noise barrier wall is positioned at a distance greater than about 34 inches from a vertical plane disposed at the front surface of the longitudinal barrier.

26. (canceled)

27. (original) The traffic noise barrier system of claim 19, wherein the adjacent upstanding posts are interconnected by a segmented tubular bar having a cable disposed therein, the segmented tubular bar including a plurality of segments separated by expansion joints for allowing relative movement of the segments.

28. (original) The traffic noise barrier system of claim 19, wherein the upstanding posts are configured to break upon impact by a vehicle.

29. (original) The traffic noise barrier system of claim 17, wherein the traffic noise barrier wall is entirely supported by the longitudinal barrier.

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30. (currently amended) A traffic noise barrier system for use alongside a path of traffic, the traffic noise barrier system comprising:

a longitudinal barrier including:

- a front surface facing the path of traffic,
- a top surface adjacent the front surface, and
- a back surface opposite the front surface;

a traffic noise barrier wall including:

- a plurality of upstanding posts spaced apart from the back surface of the longitudinal barrier by at least 30 inches in a direction away from the path of traffic, and
- a plurality of transparent panels supported by the plurality of upstanding posts;

and

a plurality of load-bearing transverse, relative to said longitudinal barrier and to said plurality of transparent panels, beams each having a first end coupled to the longitudinal barrier and a second end coupled to the traffic noise barrier wall for supporting the traffic noise barrier wall.

31. (original) The traffic noise barrier system of claim 30, further comprising:

a structure disposed across the plurality of transverse beams for catching debris falling between the longitudinal barrier and the traffic noise barrier wall.

32. (canceled)

33. (original) The traffic noise barrier system of claim 30, wherein the at least one panel is infused with fibers.

34. (original) The traffic noise barrier system of claim 30, wherein the adjacent upstanding posts are interconnected by a segmented tubular bar having a cable disposed therein, the segmented tubular bar including a plurality of segments separated by expansion joints for allowing relative movement of the segments.

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35. (original) The traffic noise barrier system of claim 34, wherein the upstanding posts are configured to break upon impact by a vehicle.

36. (original) The traffic noise barrier system of claim 30, wherein the traffic noise barrier wall is entirely supported by the longitudinal barrier.

37. (currently amended) A traffic noise barrier system for use alongside a path of traffic, the traffic noise barrier system comprising:

a longitudinal barrier including:

a front surface facing the path of traffic and configured to redirect an errant vehicle,

a top surface adjacent the front surface, and

a back surface opposite the front surface;

a traffic noise barrier wall including:

a plurality of upstanding posts spaced apart from the back surface of the longitudinal barrier, adjacent upstanding posts in the plurality of upstanding posts are interconnected by at least one of a bar and a cable extending between the adjacent upstanding posts, and

a plurality of transparent panels supported by the plurality of upstanding posts, each panel in the plurality of panels is interconnected by a cable to at least one of an adjacent panel and an upstanding post; and

a plurality of load-bearing transverse, relative to said longitudinal barrier and to said plurality of transparent panels, beams each having a first end coupled to the longitudinal barrier and a second end coupled to the traffic noise barrier wall for supporting the traffic noise barrier wall,

wherein, in a region extending from the top surface of the longitudinal barrier to about 96 inches above a terrain surface of the path of traffic, each upstanding post in the plurality of upstanding posts is positioned at a distance greater than about 34 inches from a vertical plane disposed at the front surface of the longitudinal barrier.

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38. (original) The traffic noise barrier system of claim 37, wherein the panels are infused with fibers.

39. (original) The traffic noise barrier system of claim 37, wherein the adjacent upstanding posts are interconnected by a segmented tubular bar having a cable disposed therein, the segmented tubular bar including a plurality of segments separated by expansion joints for allowing relative movement of the segments.

40. (canceled)

41. (original) The traffic noise barrier system of claim 37, wherein the upstanding posts are configured to break upon impact by a vehicle.

42. (original) The traffic noise barrier system of claim 37, further comprising:
a structure disposed across the plurality of transverse beams for catching debris falling between the longitudinal barrier and the traffic noise barrier wall.

43. (original) The traffic noise barrier system of claim 37, wherein the traffic noise barrier wall is entirely supported by the longitudinal barrier.

44. (canceled)